

THE HOOSAC TUNNEL.

Progress of the Work—Views on Both Sides of the Mountains—The Cost and Equipment.

The condition of the works at the east end is very satisfactory. The deficiency in the supply of water has not been felt here at all this year, and there has been a surplus even at the driest time this summer.

The excavation at this end has reached the total length of 5150 feet. Of this, however, only 2600 feet is yet called tunnel, while the remainder consists of a heading 1750 feet long, with an average section of 16 by 7 feet, and a further heading of 300 feet, with a section 24 by 8 feet.

This east end is the most considerable part of the work done. The distance penetrated is a third greater than at all the other points, with reckoning completed tunnel only, it furnishes more than twice as much as all the others.

The plan pursued of late by the commissioners and engineers at first strikes one as of questionable expediency; but I became fully satisfied that it was judicious. It has been, not to push the work just as fast and far as possible before the contractors take hold, so as to reduce the amount to be done by them; but while carrying on the work under the limited appropriation, to do it with more than usual care of machinery and to employ a part of the labor in making thorough repairs at all points, and getting everything into good order to leave.

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RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD.—THE REDDLE ROUTE.—Shortest and most direct line from Bethlehem to Easton, Lehigh Valley, and other points in the Lehigh and Wyoming Canal Region.

At 7:45 A. M.—Morning Express for Bethlehem and Lehigh Valley, leaving Easton, Lehigh Valley, and other points in the Lehigh and Wyoming Canal Region.

At 10:30 A. M.—Accommodation for Fort Washington, leaving Easton, Lehigh Valley, and other points in the Lehigh and Wyoming Canal Region.

At 1:30 P. M.—Accommodation for Fort Washington, leaving Easton, Lehigh Valley, and other points in the Lehigh and Wyoming Canal Region.

At 4:30 P. M.—Accommodation for Fort Washington, leaving Easton, Lehigh Valley, and other points in the Lehigh and Wyoming Canal Region.

At 7:30 P. M.—Accommodation for Fort Washington, leaving Easton, Lehigh Valley, and other points in the Lehigh and Wyoming Canal Region.

At 10:30 P. M.—Accommodation for Fort Washington, leaving Easton, Lehigh Valley, and other points in the Lehigh and Wyoming Canal Region.

At 1:30 A. M.—Accommodation for Fort Washington, leaving Easton, Lehigh Valley, and other points in the Lehigh and Wyoming Canal Region.

At 4:30 A. M.—Accommodation for Fort Washington, leaving Easton, Lehigh Valley, and other points in the Lehigh and Wyoming Canal Region.

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE.—From Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Delaware, and Wyoming Valleys, the North, North-West, and West Branches of the Susquehanna River, and the Potomac and Chesapeake Bays.

At 7:30 A. M.—Morning Express for Reading, leaving Philadelphia at 7:30 A. M., arriving at Reading at 9:15 P. M.

At 10:30 A. M.—Accommodation for Reading, leaving Philadelphia at 10:30 A. M., arriving at Reading at 12:15 P. M.

At 1:30 P. M.—Accommodation for Reading, leaving Philadelphia at 1:30 P. M., arriving at Reading at 3:15 P. M.

At 4:30 P. M.—Accommodation for Reading, leaving Philadelphia at 4:30 P. M., arriving at Reading at 6:15 P. M.

At 7:30 P. M.—Accommodation for Reading, leaving Philadelphia at 7:30 P. M., arriving at Reading at 9:15 P. M.

At 10:30 P. M.—Accommodation for Reading, leaving Philadelphia at 10:30 P. M., arriving at Reading at 12:15 P. M.

At 1:30 A. M.—Accommodation for Reading, leaving Philadelphia at 1:30 A. M., arriving at Reading at 3:15 A. M.

At 4:30 A. M.—Accommodation for Reading, leaving Philadelphia at 4:30 A. M., arriving at Reading at 6:15 A. M.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.—PHILADELPHIA AND BALTIMORE.—From Philadelphia to Baltimore, via Washington, Annapolis, and Pocomoke Sound.

At 7:30 A. M.—Morning Express for Baltimore, leaving Philadelphia at 7:30 A. M., arriving at Baltimore at 11:30 A. M.

At 10:30 A. M.—Accommodation for Baltimore, leaving Philadelphia at 10:30 A. M., arriving at Baltimore at 2:30 P. M.

At 1:30 P. M.—Accommodation for Baltimore, leaving Philadelphia at 1:30 P. M., arriving at Baltimore at 5:30 P. M.

At 4:30 P. M.—Accommodation for Baltimore, leaving Philadelphia at 4:30 P. M., arriving at Baltimore at 8:30 P. M.

At 7:30 P. M.—Accommodation for Baltimore, leaving Philadelphia at 7:30 P. M., arriving at Baltimore at 11:30 P. M.

At 10:30 P. M.—Accommodation for Baltimore, leaving Philadelphia at 10:30 P. M., arriving at Baltimore at 12:30 A. M.

At 1:30 A. M.—Accommodation for Baltimore, leaving Philadelphia at 1:30 A. M., arriving at Baltimore at 3:30 A. M.

At 4:30 A. M.—Accommodation for Baltimore, leaving Philadelphia at 4:30 A. M., arriving at Baltimore at 6:30 A. M.

RAILROAD LINES.

1868.—FOR NEW YORK.—THE CAMDEN AND TRENTON RAILROAD COMPANY. FROM PHILADELPHIA TO NEW YORK, AND NEW YORK TO PHILADELPHIA.

At 7:30 A. M.—Morning Express for New York, leaving Philadelphia at 7:30 A. M., arriving at New York at 11:30 A. M.

At 10:30 A. M.—Accommodation for New York, leaving Philadelphia at 10:30 A. M., arriving at New York at 2:30 P. M.

At 1:30 P. M.—Accommodation for New York, leaving Philadelphia at 1:30 P. M., arriving at New York at 5:30 P. M.

At 4:30 P. M.—Accommodation for New York, leaving Philadelphia at 4:30 P. M., arriving at New York at 8:30 P. M.

At 7:30 P. M.—Accommodation for New York, leaving Philadelphia at 7:30 P. M., arriving at New York at 11:30 P. M.

At 10:30 P. M.—Accommodation for New York, leaving Philadelphia at 10:30 P. M., arriving at New York at 12:30 A. M.

At 1:30 A. M.—Accommodation for New York, leaving Philadelphia at 1:30 A. M., arriving at New York at 3:30 A. M.

At 4:30 A. M.—Accommodation for New York, leaving Philadelphia at 4:30 A. M., arriving at New York at 6:30 A. M.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.—PHILADELPHIA AND BALTIMORE.—From Philadelphia to Baltimore, via Washington, Annapolis, and Pocomoke Sound.

At 7:30 A. M.—Morning Express for Baltimore, leaving Philadelphia at 7:30 A. M., arriving at Baltimore at 11:30 A. M.

At 10:30 A. M.—Accommodation for Baltimore, leaving Philadelphia at 10:30 A. M., arriving at Baltimore at 2:30 P. M.

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At 4:30 A. M.—Accommodation for Baltimore, leaving Philadelphia at 4:30 A. M., arriving at Baltimore at 6:30 A. M.

WRECKARDS.

FOR STORE FRONT, ANKLETS, PA...

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.—PHILADELPHIA AND BALTIMORE.—From Philadelphia to Baltimore, via Washington, Annapolis, and Pocomoke Sound.